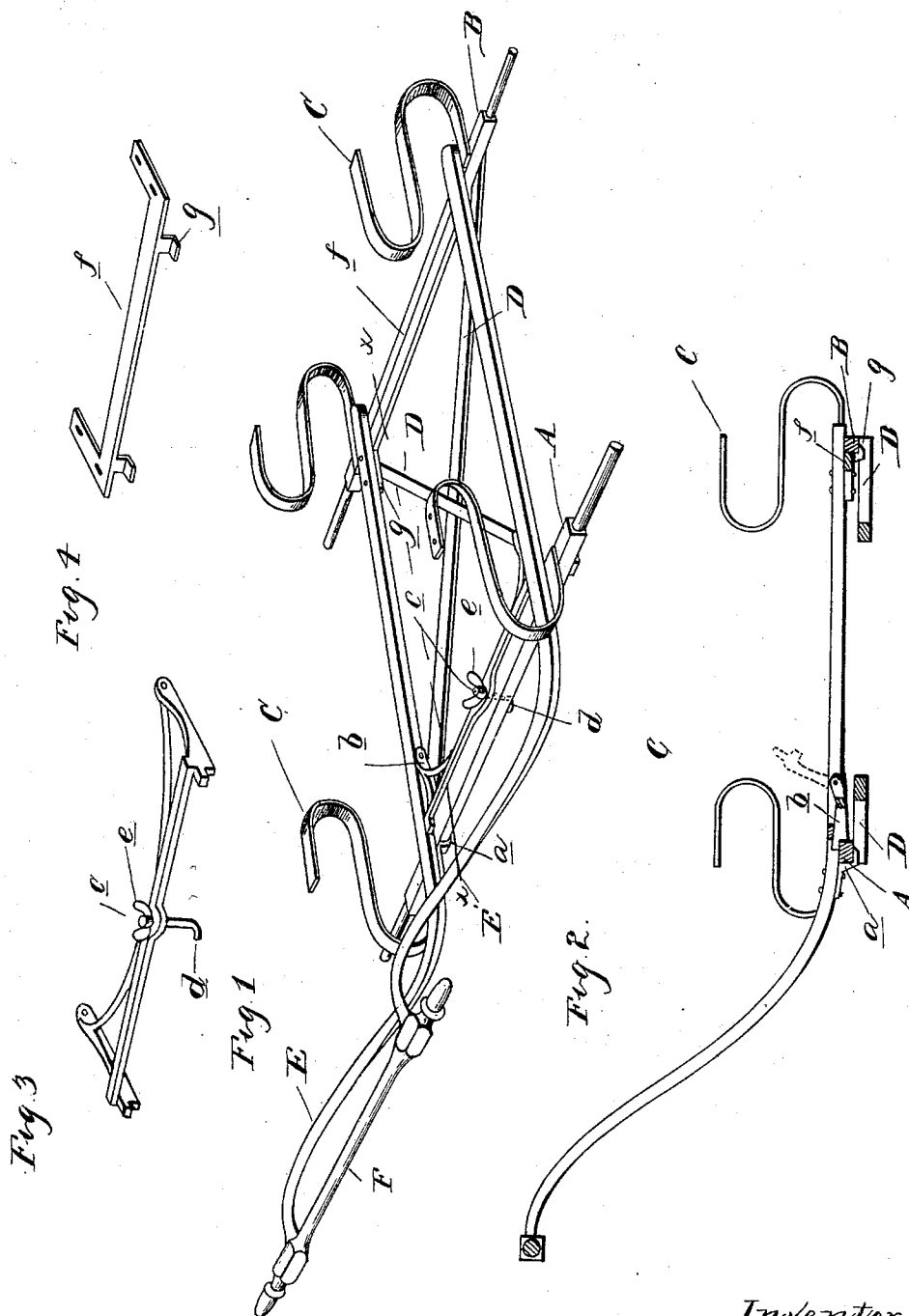


(No Model.)

A. J. MEIER.
HANDLE FOR CHILDREN'S CARRIAGES.

No. 465,702.

Patented Dec. 22, 1891.



Witnesses
A. L. Hobbie
In B. B. Hobbie

Inventor
Andrew J. Meier
By *Wm. S. Wagner*
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UNITED STATES PATENT OFFICE.

ANDREW J. MEIER, OF DETROIT, MICHIGAN.

HANDLE FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 465,702, dated December 22, 1891.

Application filed April 23, 1891. Serial No. 390,190. (No model.)

To all whom it may concern:

Be it known that I, ANDREW J. MEIER, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Reversible Handles for Children's Carriages, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in running-gear for a child's carriage; and it consists in the peculiar construction of a detachable handle so constructed that it may be applied to either end of the carriage.

The invention further consists in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of a running-gear for a child's carriage embodying my invention. Fig. 2 is a section thereof on line *x x*. Fig. 3 is a detached perspective view of one of the locking-bars, and Fig. 4 is a similar view of the other.

A B are the front and rear axles, respectively, for a child's carriage, upon which are secured in any suitable manner the springs C, and which are secured together by means of the cross-braces D or in any other suitable manner.

E E' are two bars, which, together with the cross-bar F, form the handle. These bars are extended at their lower ends a sufficient distance in a horizontal plane to the base across the two axles, and are detachably secured thereto in any suitable manner. The means which I preferably employ consist of the lugs *a*, adapted to engage under one side of the axle A, and the swinging locking-bar *b*, adapted to engage upon the opposite side of the said axle, a clamping-bolt *c*, having the hooked end *d*, and the winged nut *e* forming the means of connecting the connecting-bar B to the said axle, as plainly shown in Fig. 1.

f is a bar secured across the rear end of the bars and having the lugs *g* adapted to engage beneath the rear axle. The lugs *a g* being first engaged upon the front side of the front and rear axles, the bar B being then turned down to engage with the rear side of the front axle, will prevent any movement longitudinally of the handle-frame, and the clamping-bolt *c* clamps the parts together to prevent any rattling or lateral displacement.

It will be seen that my handle may be readily detached and applied at either end of the vehicle.

What I claim is—

1. In a running-gear for carriages, the combination, with the front and rear axles rigidly connected together, of a handle consisting of two parallel side bars, a connecting-bar at their outer ends and a connecting-bar at the rear end, downwardly-extending lugs on the rear bar, having right-angled projections fitting under the rear axle, lugs on the side bars, having horizontal projections on their lower ends arranged in front of and engaging under the front axle, a swinging frame on the side bars in the rear of the front axle, and a clamping-bolt passing through the swinging frame and axle, substantially as described.

2. In a carriage, the combination, with the running-gear and front and rear axles, of a handle having two parallel side bars extending to the rear axle, lugs on the rear ends of the side bars, engaging the rear axles, lugs on the side bars, engaging the front of the forward axle, and a swinging frame pivoted to the side bars and connecting the same at a point directly back of the front axle, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW J. MEIER.

Witnesses:

M. B. O'DOHERTY,
N. L. LINDOP.